

**\$6,500,000.**

We beg leave to announce that we have accepted the agency of the  
**KANSAS PACIFIC RAILWAY COMPANY**  
for the sale of its  
**New Seven Per Cent Thirty**  
**Year Gold Loan, free of Tax.**

This Loan amounts to **\$6,500,000.**

**First Mortgage Land-Grant and Sink**  
**Fund Bonds,**

secured upon the extension of the Railway from near Sheridan, Kan-  
sas to Denver, Colorado, a distance of 237 miles, of which 13 miles are com-  
pleted, and the rest is under construction. It is also a mortgage upon  
rolling stock and franchises of this first-class railway, now running three  
times.

**And in Successful Operation for 437 Miles**  
West of the Missouri River, and earning already enough to meet all of  
expenses and existing obligations, besides

**More than the Interest upon this new Loan**  
In addition to this, the bonds are also secured by a first mortgage of  
**Government Land Grant of Three Million Acres**  
extending in alternate sections on either side of the track, within 30  
miles, from the 394th mile post in Kansas to Denver. The proceeds  
of the sale of these lands are to be invested by the Trustees in the  
First Bonds themselves up to 120, or in United States Bonds, as the

## A Sinking Fund for the Redemption of the Bonds.

The lands embrace some of the finest portions of the magnificent Territory of Colorado, including a coal field and pinery. The Company holds as an asset another tract of

### Three Millions of Acres in the State of Kansas,

Value of the Company's Property, Covered this Mortgage, at \$23,000,000 net, while the Loan is merely \$6,500,000.

The Bonds have

**THIRTY YEARS TO RUN**

on May 1, 1909, and will pay

**SEVEN PER CENT. INTEREST IN GOLD,**

semi-annually, on May 1 and November 1, and are

**Free from Government Taxation,**

the Company paying the tax. The principal of the loan is made payable in gold, in the City of New-York, but each coupon will

the option of the holder, without notice, at the following rates:

On £1,000 Bond in New-York.....	\$35 (gold) each half year
On £1,000 Bond in London.....	\$7 5s 10d. each half year
On £1,000 Bond in Frankfort.....	7 Sgrs 30 Kreuzers each half year

The agents of the loan, before accepting the trust, had the confidence of the country through which it is proposed to run, carefully examined. They are happy to give it an emphatic indorsement as a

NEW YORK, 11th AUGUST 1859.

**BETTER THAN GOVERNMENT SECURITIES**

As a convincing evidence of the capacity of the road, from its construction, without increase, to pay the interest on this loan, they will attention to the earnings of the road for the months of April and May 1910, as follows:

Use earnings for April.....	\$217,914
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Expenses for April.....	\$3,291
Net earnings.....	\$124,022
Expenses for May.....	222,163 46
Expenses of the road.....	107,987 77
Net earnings.....	\$114,175
Net earnings for last two months.....	\$238,798

This is exclusively from local traffic.

This shows a large increase over the net earnings for the last year (nearly double), and the business continues to increase from day to day. For the year 1939, the surplus income over and above all expenses netted amounted to \$456,330.23.

The emigration to the Kansas lands of the Company is large, steady and increasing.

**The Bonds will be Received by the Company**

as Cash at Par for the Purchase of any  
the 3,000,000 Acres of Land covered  
the Mortgage.

The full amount of this Loan is

**\$6,500,000.**

of that sum \$1,680,000 have already been placed.

**6, and accrued interest, both in currency.**

III. THE SECURITY AND CONSTANTLY INCREASING VALUATION OF THE 462 MILES OF RAILWAY AND TELEGRAPH MORTGAGED.

IV. THE FACT THAT THE NET VALUATION OF THE COMPANY'S PROPERTY MORTGAGED TO SECURE THE BONDS IS \$23,000,000, WHILE THIS LOAN IS NEARLY

IV. THE LAND GRANT OF THE COMPANY, SIX MILLION ACRES, OF WHICH ONE-HALF IS MORTGAGED AS ADDITIONAL SECURITY FOR THESE BONDS.

V. THE CERTAINTY OF A GREAT INCREASE IN THE TRAFFIC OF THE ROAD, FROM THROUGH AND LOCAL SOURCES, BY THE CONSTRUCTION OF THE REMAINING SECTIONS TO DENVER, WHICH IS TO BE COMPLETED IN 1879.

THE COMPANY'S CHARACTER, AND THE COURSE OF ITS

III. THE ALREADY GREAT AND CONSTANTLY INCREASING VALUE OF THE PACIFIC AND ROCKY MOUNTAIN RAILWAY TRAFFIC, ESPECIALLY INDUCED BY THE SUCCESSFUL COMPLETION OF ONE LINE OF A THROUGH PACIFIC RAILWAY.

X. THE FACT THAT THIS EXTENSION TO DENVER  
LIES BINDING THE HEART OF THE GREAT ROCKY MOUNTAIN  
COUNTRY TO ST. LOUIS, CHICAGO, AND THE CITIES OF  
THE EAST, IS A CONNECTION WITH THE UNION PACIFIC  
RAILROAD, BEING SECURED BY CONGRESS IN 1862 THAT  
TRAVELERS RIGHTS OF TRANSPORTATION OVER THAT  
ROAD AND THE CENTRAL PACIFIC (VIA CHEYENNE) AND  
OVER 600 MILES FROM ST. LOUIS TOWARD THE COAST

THE FACT THAT AT THE PRESENT RATE OF GOLD  
SE BONDS YIELD OVER 91 PER CENT PER ANNUM, IN  
CURRENT, FREE OF TAX.

completeness, with maps giving full information, sent on application.

**DABNEY, MORGAN & Co.,**  
**No. 53 Exchange-place.**  
**M. K. JESUP & Co.,**  
**No. 12 Pine-st.**